

car. - for used by Lincoln

Dresses 29a

V. notes

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Curios and Relics

Vehicles

Carriage

Used by Lincoln

Excerpts from newspapers and other sources

From the files of the
Lincoln Financial Foundation Collection

When President Lincoln became a resident of the white house there was purchased for him in central New York a pair of very stylish black carriage horses, the reputed price being \$3,000. Mr. Lincoln did not possess the proverbial Southern love for good horses, and was an indifferent judge of them. The black team were of the tough Morgan breed and lasted him as long as he lived. He seldom rode on horseback during the term of his administration, although he was used to the saddle. He was an awkward-looking equestrian on account of his long limbs and bowed posture. / 888

OLD LINCOLN CARRIAGE.

A. R. Turneure of Milford Has Carriage That Carried Smancipator.

1909

Milford, Feb. 13—On the old Turneure farm, four miles south of this town, lies the remains of the carriage which drew Abraham Lincoln and Stephen A. Douglas from the station to the grounds where one of the famous Lincoln-Douglas debates took place. A. K. Turneure inherited this vehicle from his father, and when he moved to this county from Freeport, Ill., over thirty years ago, he brought it with him and used it as his family carriage for years. When Mr. Turneure moved to Milford, six years ago, he left the old carriage on the farm, as most of the small parts had been carried away by relic hunters.

MAY NOT GET LINCOLN BUGGY

Insufficient Funds Raised to Buy Relic for Galesburg

It is doubtful that the buggy which Abraham Lincoln rode in from Plymouth to Carthage and return in the fall of 1858 when he made one of his famous speeches at Carthage will be purchased for Galesburg as a relic, unless the city or some other organization produces the money between now and next Sunday.

The option to purchase the buggy from its present owner, H. K. Tabler of Plymouth, has expired and Mr. Tabler has written that he is coming to Galesburg to get the buggy the first of next week.

Pledges Fall Short.

A movement was started some time ago by C. T. Salisbury to raise funds for the purchase of the buggy, which was to cost \$500. About \$100 in cash was secured and some other pledges, but not enough. Due to ill health Mr. Salisbury's physician refused to allow him to continue the campaign. The money that has been given toward the purchase of the buggy will be returned to the donors.

Sends Letter To Council.

The following communication from Mr. Salisbury was presented to the city council last night and was referred to the finance committee:

"Pursuant to a communication received from the Galesburg Chamber of Commerce by the City of Galesburg a few weeks ago, relative to the acquiring of the Lincoln buggy as a memorial for our community, I wish to request your honorable body to take action upon this important matter, as I have been informed by letter received May 20 that H. K. Tabler of Plymouth, Ill., present owner, will come to Galesburg next Sunday, May 26, and get the buggy unless the desire of the community is to possess it.

"As has been said during my promotion of this activity, the matter is a sentimental matter with me. I wish to admit that that is true and in my contact with others that are not as close to the history as I am, I find that there is a great deal of sentiment in favor of the proposition. Thanking you for your kind consideration and awaiting an early reply, I am,

Very truly yours,
C. T. SALISBURY.

Lincoln's Campaign Buggy Sold for \$3.25; Owner Spurns \$500

Galesburg, Ill. (AP)—The buggy used by Abraham Lincoln in his campaign in 1858 brought only \$3.25 when it was put up for sale.

H. K. Tabler, a farmer near Plymouth, Ill., bought it and placed it on exhibition in the courthouse here. Recently he refused a \$500 offer.

The buggy was a very fancy article in its day and was 30 years old when Lincoln used it. No two nuts are alike, all being hand-made, and the axle is wooden.

BROOKLYN N Y EAGLE
AUGUST 15, 1929

GALESBURG, ILL. MAIL
TUESDAY, MAY 21, 1929.

Lincoln's Campaign Buggy Once Sold for \$3.25

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8-15-'29
Ballo. Hero -

**LINCOLN'S CAMPAIGN
BUGGY SOLD FOR \$3.25**

(By Associated Press.)

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Saginaw, Mich.
News
Aug. 16, 1929

LINEOLN'S CAMPAIGN BUGGY

Henry Ford recently bought a courthouse building, and grounds in which Abraham Lincoln once practiced law. A farmer, who claims the ownership of a buggy in which the emancipator campaigned in 1858, recently refused an offer for the buggy of five hundred dollars.

These two recent incidents get our attention because the name of Abraham Lincoln is connected with them. They are added expressions of honor, esteem and the growing appreciation which the people of the nation have for the immortal Lincoln. There are today more monuments set up in memory of Abraham Lincoln than any other man in modern civilization.

Of course, the story of his life from a rail splitter to a martyr's grave has been told over and over again; so much so that we deem it useless here to attempt to repeat it as a matter of information. But we are interested in the thing which made Abraham Lincoln great. He, undoubtedly, was by nature or creation a strange sort of human being. There was in his make-up something which few if any of his day or of those who came after him possess. Surely, he was a great spirit, for we know that no ordinary, or common spirit could have done the things he did. Surely, the world today needs a spirit like that of Lincoln, a man whose very soul rebelled against wrong because it was wrong.

We are reminded here of a gathering of young men, white men, one it is said from every state, the purpose of which was to select a successor to Thos. Edison. The country was searched and combed, as it were, from California to Maine and from the lakes to the gulf that the best qualified youth might not be overlooked.

This effort to find a successor to Mr. Edison created a deal of interest. It was laudable and as it should be. Each applicant was put through certain scientific tests to determine his qualifications.

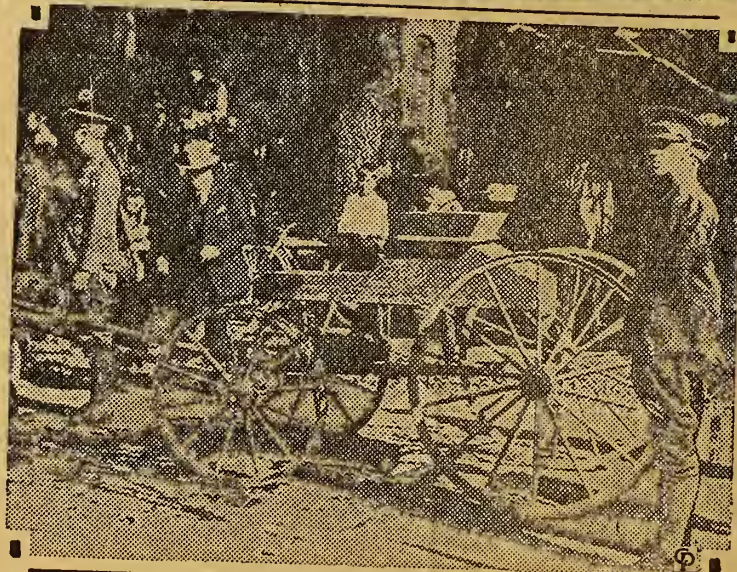
Under the present condition of things, it seems to us that the people of this country ought to begin to think of the need of men, great in spirit like that of Lincoln, men who are capable of having their names written "immortal." We would suggest a major test as to their qualifications, that the applicant be charged or so imbued with the spirit of RIGHT because it is RIGHT that there need be no misgivings as to what he would do when face to face with that situation.

As a nation, to be interested in science, inventions, air travel, warships and submarines is well and good, but we feel that all of these things may count for naught in a crisis unless some great spirit, as a directing force, is behind them.

ASHLAND OHIO TIMES GAZETTE
MONDAY, FEBRUARY 9, 1931.

WABC—New York—(348.6-860)—in 75 A. D.

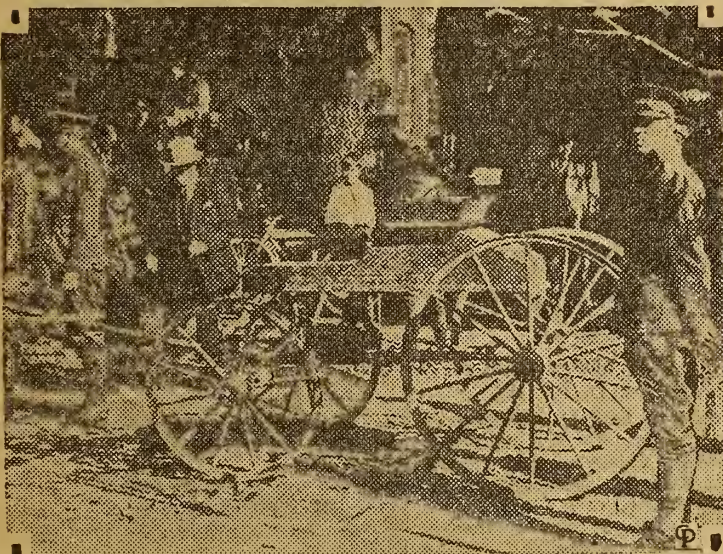
INTERESTING RELICS OF LINCOLN



The interesting photo, top, is the only one ever taken of one of the nation-wide series of indignation meetings, called to protest and grieve over the assassination of President Lincoln. It was made by a Civil war artist who secured a negative from the window of his studio, across the street from

Courthouse square, Bloomington, Ill., during the meeting on April 13, 1865. The photo now hangs in the Bloomington library. Below, a buggy in which Lincoln used to drive to the various counties, during his race for congress, in 1858. It was built in 1828 and is remarkably well preserved.

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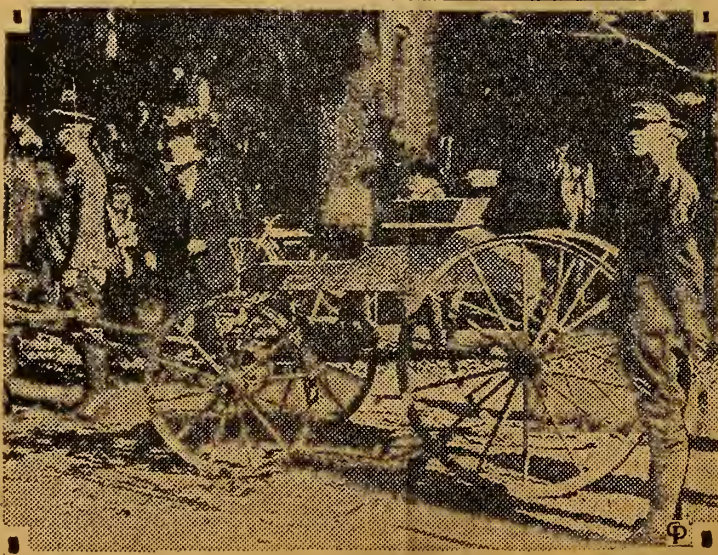
Courthouse square, Bloomington, Ill., during the meeting on April 13, 1865. The photo now hangs in the Bloomington library. Below, a buggy in which Lincoln used to drive to the various counties, during his race for congress, in 1858. It was built in 1828 and is remarkably well preserved.

JOHNSTOWN PA TRIBUNE
WEDNESDAY, FEBRUARY 11, 1931.

CONSOLIDATED
PRESS CLIPPING
BUREAUS
CHICAGO, U.S.A.
431 SO. DEARBORN ST.
MAIN OFFICE

FAIRMONT W VA TIMES
THURSDAY, FEBRUARY 12, 1931.

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Lincoln Coach Forlorn

Jamesburg Home for Boys Has Neglected Vehicle Used by President in 1861

JAMESBURG (AP)—The old high-wheeled carriage that once carried Abraham Lincoln to address the New Jersey Legislature is now only a faded reminder of past glories.

With its fringes tattered, its upholstery disintegrating and its dashboard crumbling, it stands in lonely desolation on the grounds of the State Home for Boys.

The story of the coach begins in 1861, when President Lincoln was invited to address the Legislature in special session. A parade and other elaborate plans to receive the President were made, but the planners suddenly discovered they had no suitable carriage to take Lincoln from the Clinton street station, Trenton, to the Capitol.

However, they found that James Buckelew, the founder of Jamesburg and a well-known local farmer, owned just the sort of carriage they were seeking. It was a splendid vehicle in those days—two-seated with a gay fringe around the top, soft upholstery and a shining dashboard.

Proud Coachman

Buckelew agreed to lend his coach to the welcoming committee on two conditions—that they also use the matched team of white horses he owned and that his favorite coachman, "Dent" Miller, drive. The committee gladly accepted the stipulations and the coach was off on the road to fame.

A Jamesburg delegation, including members of the Buckelew family, accompanied it and walked in the parade. They were introduced

to Lincoln and took part in the luncheon and ceremonies.

When the coach returned to Jamesburg it was greeted by a large turnout of townspeople and coachman Miller was long a local hero. His favorite tale was of how he shook hands with the President.

While the Buckelew family remained in Jamesburg the coach was housed on their estate, but with the passing of the various members of the family the relic has fallen upon evil days.

No Permanent Home

Periodically, some Jamesburger would learn it was being neglected and touch it up, but it found no permanent home. Now it is housed at the state home, but Victor Hall, assistant superintendent of the home, says even he has no idea of how the coach came to be there or at whose request.

Hall said that the coach is not the property of the home and that he would be relieved if some person or group would take it and rehabilitate it.

The last of the Buckelew family, now living in New York, is Mrs. George A. Helme, the former Mary Buckelew. She has made repeated efforts to have the coach repaired and placed in a national shrine, but without success.

In the meantime, historically-conscious Jamesburgers are hoping that perhaps the town fire department will be able to accommodate the venerable vehicle in its new headquarters.

Jamesburg News 2-12-31

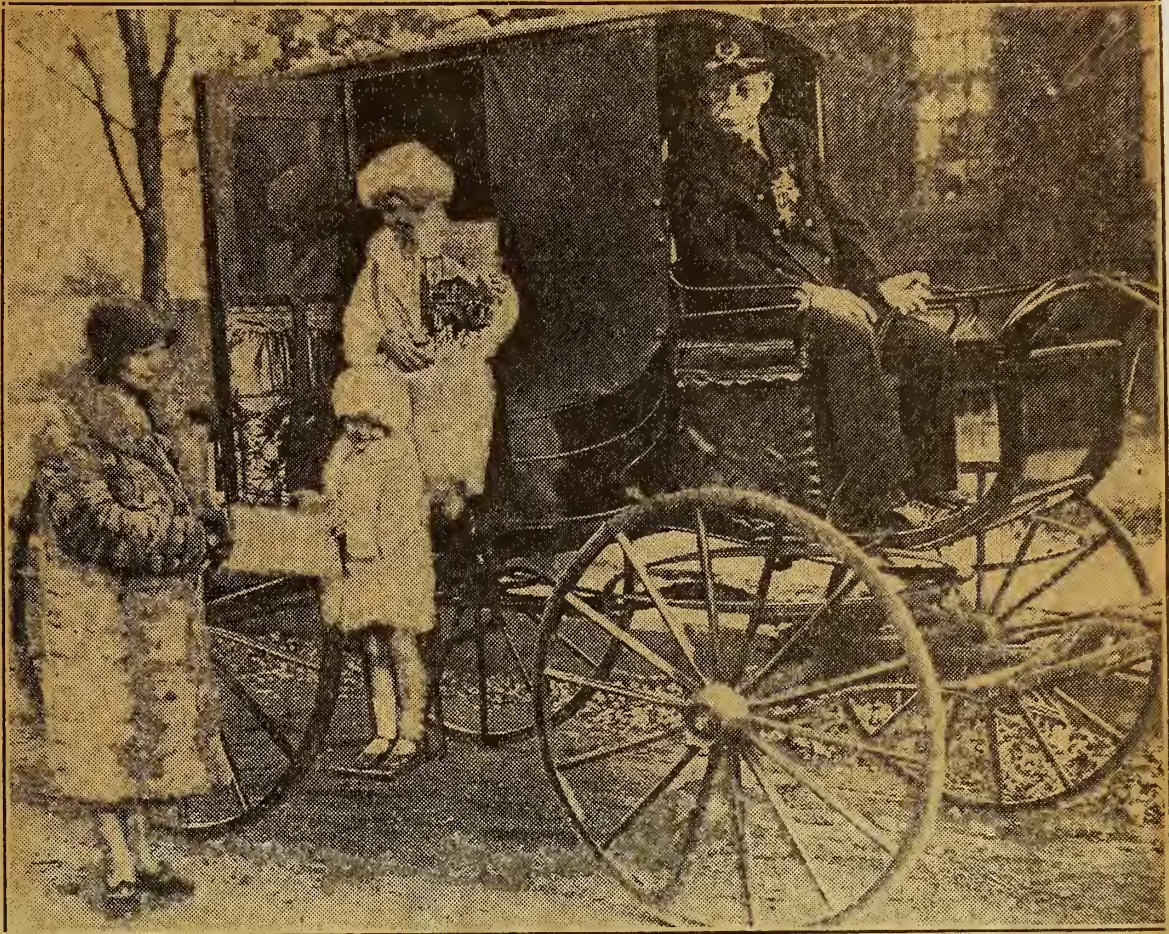
A PRESERVER OF RELICS

Henry Bayer, probably the only carriage maker left in Leavenworth in active business, was an interesting caller at The Times office yesterday. Mr. Bayer's father was one of the first settlers in Leavenworth. He started business here in 1855 and continued the business until his death, when his sons succeeded him. Mr. Bayer brought with him to The Times office some interesting relics. An old account book, of his father's dating back to 1858; a certificate showing the father was a member of the Leavenworth County Agricultural Society at the beginning of that organization; a copy of the New York World giving a mention of Gen. W. T. Sherman's experience in Leavenworth as a young attorney, and a page of the Kansas City Star of several years ago, giving a write-up of the visit of Abraham Lincoln to Leavenworth. Mr. Bayer also is the owner of the carriage in which Mr. Lincoln was brought to Leavenworth. A committee met Mr. Lincoln in Atchison and brought him to this city.

It would be a good thing if we had more people interested in preserving old things—or, rather, in preserving things until they become old. We don't think of it at the time but in after years we often would give a good deal if we had some things we threw away when they were new.

LEAVENWORTH KS. TIMES**MAR. 3, 1931****M14**

Coach Used by Lincoln Delivers Christmas Seals in Jersey



Associated Press

The family of Harold Hoffman, Commissioner of Motor Vehicles, receiving seals, with stage-coach design, delivered in the coach in which Abraham Lincoln was met at Trenton during the Civil War. Mrs. Hoffman, with her daughters Ada and Lillie, is seen with the driver, John H. Couger, past commander of the G. A. R.

New York Herald Nov 30 1931

6...
Galesburg, Ill. May, 16, 1936
Lincoln Historical Research Foundation
Museum.

Lincoln National Life Insurance Co.,
Fort Wayne, Indiana.

Dear Sirs,

I have a vehicle that was once
used by Abraham Lincoln in 1828 when he
campaigned for President in this part of
Illinois. which I would sell.

I have the proofs with affidavits
showing that it is genuine.

If interested will be glad to hear
from you.

I am, Yours Truly,
E. H. Kann

532 West South St.,
Galesburg, Illinois.

Vehicle

May 21, 1936

Mr. E. W. Kann
532 West South Street
Galesburg, Illinois

My dear Mr. Kann:

I regret exceedingly that our Foundation does not acquire curios of the type you suggest and, therefore, we would not be in the market for the vehicle said to have been used by Abraham Lincoln in 1828.

Very truly yours

LAW:LH

Director

Picture Clips For Your School Scrapbook

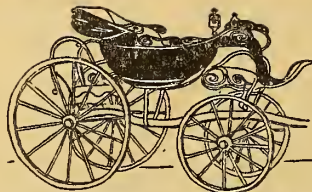
TRANSPORTATION



LONDON MAIL COACH 1805 (From an old print)



A FASHIONABLE BAROUCHE OF 1750



CARRIAGE PRESENTED TO LAFAYETTE BY
UNITED STATES GOVERNMENT IN 1824.



PRESIDENT LINCOLN'S STATE CARRIAGE 1865

Educational Enterprises,

5-13-39

THE NEW-YORK HISTORICAL SOCIETY *Quarterly Bulletin*

VOLUME XXVI

APRIL 1942

NUMBER TWO



STURTEVANT HOUSE, BROADWAY AND 29TH STREET, c. 1871

Lithograph given by Mr. W. Johnson Quinn, 1942

Published by the Society and Issued to Members

NEW YORK: 170 CENTRAL PARK WEST

The New-York Historical Society

Mr. George J. Gillespie, President of the Board of Water Supply, will speak Sunday afternoon, May 10th, in commemoration of the 100th Anniversary of the introduction of Croton water into New York City.

LINCOLN'S PURCHASE OF A COACH

THE Society recently received as a gift from Mr. William Brewster, last surviving member of the famous firm which built Brewster carriages, four volumes of business records of Brewster and Company. In them are listed all the various kinds of carriages sold from 1858 to 1882, with prices and the names of their purchasers. In the first volume, on page 331, under the date February 18, 1861, there is an item of particular interest. On that day, a fortnight before his first inauguration as President, Abraham Lincoln purchased one of Brewster's most expensive two-horse coaches. The entry in the ledger reads: "Sold—For Hon Abram Lincoln. One Elegant H. Cloth Coach. # 588. \$1400." In the margin are two entries which show that Lincoln paid for the coach in installments. On January 30, 1862, and on March 17, he made two payments of \$500 each to balance his account. This would indicate that his original payment in 1861 was \$400.

An interesting additional bit of information was gleaned from page 10 of the ledger, where it is recorded that this same coach, described as "one 2 H[orse] H Cloth Coach" was "consigned" to James B. Brewster on October 9, 1858, so it was evidently held in stock until its purchase by Lincoln. The "H. Cloth" in the description of his coach appears to be "hammer cloth," an ornamental valance for the coachman's seat, made of cloth laid in ornamental folds and embellished with fringe, lace, and tassels. Since a hammer cloth seat was the most elaborate kind in use, it is evident that Lincoln's coach was indeed an "elegant" one.

A. J. WALL, JR.

LINCOLN LORE

Bulletin of the Lincoln National Life Foundation - - - - Dr. Louis A. Warren, Editor
Published each week by The Lincoln National Life Insurance Company, Fort Wayne, Indiana

Number 685

FORT WAYNE, INDIANA

May 25, 1942

THE PRESIDENT'S CARRIAGES

The rubber tire situation has brought into the news, stories of horse and buggy days and primitive methods of conveyance. Possibly this interest may have caused the New York Historical Society to feature in its April bulletin the story of "Lincoln's Purchase of a Coach." To fully appreciate what the purchase of this state carriage meant to Lincoln, it might be well to note briefly the evolution of his way of traveling.

The primitive method of conveyance in Kentucky, when Abraham Lincoln was an infant, was the saddle horse. As a baby in his mother's arms he must have first experienced this method of transportation and later seated on a horse with his father took his first riding lessons. In 1815, the year before the Lincolns left Kentucky for Indiana, Thomas Lincoln listed five horses for taxation, one of them a stallion. It is doubtful if there was ever a period while Abraham lived in his father's home that he did not have a horse to ride. We know that in Indiana he rode alone to a mill when but nine years old, as he has given us in his own words a reminiscence of a specific occasion.

The first step in transportation by vehicle is observed when we find Lincoln at twenty-one years of age driving an ox cart helping to move the Lincoln family to Illinois. There were also some horse-drawn wagons in the caravan. Lincoln had need of a horse of his own when he was appointed Deputy Surveyor of Sangamon County, Illinois, and had the humiliation to see it sold from under him for debt, but it was bid in by a friend along with the saddle and bridle, that he might continue his work uninterrupted.

At just what time Lincoln entered the ranks of the horse and carriage gentry we are unable to learn. When he first went to Springfield in 1837 he wrote to one young lady whom he had invited to become Mrs. Lincoln, "There is a great deal of flourishing about in carriages here, which it would be your doom to see without sharing in it."

We do know that some time after he began to practice law he did buy a horse which he rode on the circuit, but just when his horse and buggy days began we are not advised. That he did eventually own a light carriage we are certain, but he is not known to have had but one horse at a time and never did own a fine carriage and a span while in Springfield.

Anthony Thornton, one of Lincoln's contemporaries on the circuit, gave this reminiscence about Lincoln having "tire trouble" on one occasion, "Once when he was about to start from Taylorsville to Decatur the tires of the wheels of his buggy were so loose as to be dangerous, he secured them by wrapping with hickory bark." A good soaking in the river, however, when he was not using the vehicle would bring about a more permanent result.

During the last years of traveling the circuit it is likely he relied more often on the stage coaches and trains. "Old Bob," the family horse and buggy, was then left at home for the boys and Mrs. Lincoln to use. When Lincoln was elected to the presidency he was still a "one horse" man.

One of the more troublesome of the minor problems which confronted Abraham Lincoln in making the transition from Springfield to Washington was the acquisition of vehicles which would be appropriate and with which he had had little experience. The President's carriages were expected to be in keeping with the other trappings associated with the White House and a recent acquisition of the New York Historical Society throws some light on the President's venture in the carriage market.

In the New York Historical Society archives are some account books of Brewster and Company, carriage makers. In volume one on page 331, under the date of February 18, 1861, is an entry which reads as follows: "Sold—For Hon. Abram Lincoln. One Elegant H. Cloth Coach. # 588. \$1400." The H. is said to have been an abbreviation for "hammer" which would suggest that the cloth used was highly decorative and indicated richness and elegance. Even though Mr. Lincoln paid for the coach in three installments \$1400 was a big price nevertheless, for a man who had ridden in a buggy with tires bound on with hickory bark.

On one occasion when Mrs. Lincoln was out riding in the coach a small boy named James Scheel, ran in under one of the wheels and had a leg broken. He tells the story in these words, "I was a boy of seven then and was playing in the street at Pennsylvania Ave. and 7th St. Mrs. Lincoln was in the carriage with her sister, Mrs. Helm. They stopped and took me to a hospital. Mrs. Lincoln came to see me in the hospital several times and the President came once." From Mrs. Helm's own reminiscence of the account we find this report of one of the visits she made with Mrs. Lincoln to the hospital, "We called again to-day on the little invalid with toys, fruit and a box of candy. He is a brave little fellow, his eyes glisten when he sees us coming and he forgets he has a broken leg in his pleasure over his toys."

Late in life Scheel was living in Oak Park, Illinois, when he again, to use figurative language, ran into the old coach. It had found a place in the collection of Lincoln curios at Chicago Historical Society and Scheel learning of its presence there visited the Historical Society and upon viewing the old coach said, "That's it! And that's the wheel that ran over me—the right hind wheel and it broke my leg."

But the coach was not the only carriage that the Lincolns owned. They were presented with a luxurious open barouche. It was built by Wood Brothers and was the gift of a group of New York citizens. It was this carriage which was used by Lincoln on the night of his assassination. On May 11, while the Lincolns were still in Washington it was sold by the family to Dr. F. B. Brewer of Westfield, New York, an intimate friend. A copy of the bill of sale, signed by Robert Lincoln, follows:

"Washington, D. C., May 11, 1865.

"Recd. of Col. E. R. Goodrich, Mil. St., Agt. of N. Y., one thousand (\$1000) dollars in payment of open Barouche with one set of double harness, the property of the late President of the United States, Abraham Lincoln, being purchased by Dr. F. B. Brewer of Westfield, N. Y.

"Robert T. Lincoln"

In 1892 the barouche was acquired by the Studebaker Brothers of South Bend, Indiana, and added to their extensive collection of historic vehicles. It was on exhibition at the Columbian Exposition and facsimiles of it have often been displayed.

Little space is left to say very much about the horses which drew the vehicles. A newspaper clipping, dated in 1888, states: "When President Lincoln became a resident of the White House there was purchased for him in central New York, a pair of very stylish black carriage horses, the reputed price being \$3000. Mr. Lincoln did not possess the provincial southern love for good horses and was an indifferent judge of them. The black team was of the tough Morgan breed and lasted him as long as he lived."



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JAMESBURG'S 'LINCOLN COACH' REMEMBERS BETTER DAYS



The famous "Lincoln Coach," which carried the Civil War president from the railroad station at Trenton to the State Capitol, when Lincoln addressed the State Legislature in special session is shown above. The coach, property of the Buckelew family, has been housed at the State Home for Boys, Jamesburg, for some years.

Shabby Vehicle Once Proudly Carried Lincoln Through Streets of Trenton to State Capitol

JAMESBURG, Feb. 12—The old "Lincoln Coach" still lives, but gets little attention now.

The antique, high-wheeled carriage that afforded first-class transportation in 1861 for President Abraham Lincoln when he addressed the New Jersey State Legislature, is fast disintegrating through time and neglect.

And across its crumbling dashboard there might well be inscribed

the legend, "Ichabod: Thy Glory Hath Departed."

The historic old vehicle, just one of the tangible links that bind this state to the storm-tossed Union of 90 years ago, is now stored at the State Home for Boys. There, almost forgotten, it is dying on its wheels.

The story of the old coach begins in 1861, when President Lincoln was invited to address the

State Legislature in special session. Those were perilous days for the Union, and Lincoln accepted the opportunity to come to Trenton.

A parade and other elaborate plans to receive the President were made, but as was discovered that there was no carriage in keeping with the nature of the occasion to carry Lincoln from

Clinton Street Station to the capitol.

Hurried inquiries turned up a splendid carriage, a two-seater suitable for such a parade. This vehicle belonged to James Buckelew, the founder of Jamesburg, and a farmer well known in the area.

Mr. Buckelew agreed to lend the coach for the use of the President, providing that it be used with the white matched team owned by Buckelew and that "Dent" Miller, a favorite coachman, be allowed to drive the coach.

These stipulations agreed to, the coach was off to fame, with a Jamesburg delegation, including members of the Buckelew family. The group walked the entire distance in the parade from Clinton Street Station to the capitol, received introductions to Mr. Lincoln and took part in the luncheon and ceremonies.

The return of the coach to Jamesburg, following the festivities, was the signal for a large turnout of townspeople and "Dent" Miller became a local celebrity as he recounted his experiences as driver for the President.

While the Buckelew family remained in Jamesburg, the coach was housed on the Buckelew estate.

Individuals took turns caring for the old carriage, touching it up occasionally, but it found no permanent home in the intervening years, finally coming to rest in a storage building in the State Home for Boys.

Victor Hall, assistant superintendent of the State Home, was very cooperative in having the coach brought out for a photographer, but even he has no knowledge of how the coach came to be housed at the Home, or at whose request.

It is not the property of the State Home, and Hall stated that he would be relieved if someone or some group would take the coach and refurbish it.

Further inquiries at an old established firm in Jamesburg, the Perrine and Buckelew Lumber Company, brought a reply from Mrs. Marjorie Somerby, at the office of the company, who said that she remembered when the

coach was the prime exhibit in the parades in Jamesburg.

She said that the last of the Buckelew family is Mrs. George A. Helme, the former Mary Buckelew, widow of the son of the founder of the Helme snuff mills in Helmetta.

Mrs. Helme, who now resides at 888 Park avenue, New York City, would be only too glad to have some patriotic group rehabilitate the coach and place it in some museum or shrine, according to Mrs. Somerby.

The Jamesburg woman pointed out that Mrs. Helme repeatedly, in the past, urged that the coach be repaired and placed on exhibit in some suitable place.

But in the meantime the old "Lincoln Coach" remains a worn piece of Americana, its fringes tattered and its upholstery disintegrating. However, the framework, the wheels and springs are intact.

In its loneliness, perhaps the old coach remembers a lonely man, long and lanky, who probably had to remove a stovepipe hat as his head brushed the ceiling of the carriage with the fringe on top.



